Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 1023 **Const Calendar Day:** 596 **Date:** 21-Jan-2014 **Tuesday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** clear

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

VGO from Oregon is working on site today with 1 engineer Rob Rutledge, starting at 0800. VGO is present for producing the morning data reports, monitoring during the afternoon jack adjustment at TR 7, and producing the evening data reports.

ABF Engineer Kelvin Chen is working in the field and office on CCO 314 for parts of today. ABF Engineering Manager Kevin Smith is also working part time in the field on CCO 314 today for a few hours for the TR 7 jack adjustment operation.

The Ironworkers are working an 8-hour shift 0700 through 1530 today. Most of the day is spent on non-CCO 314 operations elsewhere at the Pier 7 warehouse area not covered by this diary. Present between 1230 and 1530 are Ironworker Barry Rothman and Ironworker General Foreman James (Fish) Sturgeon. Also present for portions of the afternoon are Ironworkers John (Ryan) Duskin and Kyle Crowley.

At TR 7, because of the uneven/skewed jacking of the jacking beam by the pair or jacks, there is work this afternoon to address this issue by pulling back the jacking beam and retracting the jacks so that they are not extended as far which is anticipated to take out some the rotation within the jacks. This work only happens in the afternoon today, with other non-CCO 314 operations elsewhere at the Pier 7 warehouse area in the morning. VGO is present for monitoring to determine if tension is being added and CT-METS AE personnel are monitoring to verify cracks are not propagating in the test rod which would be a safety issue when working around the rod. Work on the test rig starts after 1230, after the ironworkers, VGO, and CT-METS are ready. From CT-METS, Elijah Turner is present with MISTRAS personnel on the phone line continuously monitoring all frequencies on the two channels for this test rig during this operation.

The activities at TR 7 is with no work on the nut at the north end plate on the test rig, with work activities on the jacks and the jacking beam. The intent is to not affect the jacking rod and test rod inside the test rig. The hydraulic pump is not used and the only work with the jacks is bleeding out the hydraulic fluid and moving the locking collars. The first activities are to put a steel choker behind the jacking beam and hookup comealongs to the k-rail on both sides of the test rig so that the 2 comealongs can be worked to pull back the jacking beam while bleeding off the jacks to compress them. Jacks A and B were fully retracted yesterday, and Jacks C and D are extended at the start of work today. For Jacks C and D, the hoses have fittings to allow bleed out into a bucket while not connected to a pump on one end, allowing bleed out of hydraulic fluid without using the hydraulic pump. After setting up the equipment, the jacking beam is pulled back and the jacks bleed off until the pistons are fully retracted back into the jack housings. Then the nut on the backside of the jacking beam is turned until it is hand tight. The

comealongs are disconnected from the steel choker behind the jacking beam and the steel choker is moved so it is not tight against the jacking beam – the steel choker is kept in place in case future pulling of the jacking beam is necessary. Included in today's work is moving the locking collars on Jacks A and B so that they are closer to the jack housing. In order to lock out the swivel on Jacks A and B, shims will be added between the test rig end plate and the locking collars. The plan is to fabricate and install the shims tomorrow morning. For this shim installation operation, some of the bolts that attach the end plate to the test rig are in the way, so a total of 4 bolts are removed. These removed bolts are directly above where the shims will be installed. Removing this small number of bolts on this end plate that is compressed by the jacks against the test rig was approved verbally by the DJV.

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A generator – Whisperwatt 7000 – ABF ID 002343 is on idle/standby at the work area most of the day and is only used briefly. Another generator – MQ Power – ABF ID 002051 is on idle/standby at the work area. A compressor IR P185R ABF ID 002075 is on idle/standby at the work area most of the day and is only used briefly. A Kubota cart is used by the ironworkers today. A small forklift is used briefly today.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:
10' bought k-rail = 20 pieces
10' ABF k-rail = 8 pieces
20' rented k-rail = 22 pieces
20' ABF k-rail = 29 pieces

See Victor Altamirano diary for labor/equipment details, including the agreed extra work with ABF per a signed Extra Work Order with ABF for CCO 314 work.